

Message Text

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FM AMEMBASSY BUENOS AIRES

TO SECSTATE WASHDC PRIORITY 0230

C O N F I D E N T I A L BUENOS AIRES 1613

E.O. 11652: GDS

TAGS: EAIR, AR

SUBJECT: CIVAIR: US/GOA INFORMAL TALKS

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SUMMARY: FIRST SESSION OF TALKS RESULTED IN GENERAL AGREEMENT THAT INCREASED FREQUENCIES AND THE INTRODUCTION OF WIDE-BODIED AIRCRAFT WERE TOPICS WHICH NEEDED TO BE DISCUSSED. GOA IS INTERESTED IN ROUTE PARITY TO OUR PROPOSAL FOR GREATER ROUTE FLEXIBILITY. GOA REP HAD NO COMMENT FOR THE PRESENT.
END SUMMARY

1. FIRST SESSION INFORMAL TALKS HELD MARCH 5 BETWEEN MINISTER PUGNALIN AND COUNSELOR RINALDINI OF FONOFF ECON BUREAU AND EMBASSY ECON COUNS. RINALDINI WAS SPOKESMAN, PUGNALIN CONTRIBUTING NOTHING OF SUBSTANCE. AS EMBASSY HAD BEEN PREVIOUSLY INFORMED, NO REPRESENTATIVE OF TRANSPORT MINISTRY WAS PRESENT.

2. AFTER AN EXTENDED EXCHANGE OF PLEASANTRIES AND EXPRESSIONS OF GOOD INTENTIONS AND HOPES FOR OUTCOME OF TALKS, RINALDINI SAID HE HAD ONE SPECIAL POINT TO MAKE AT ONSET FOR GOA. GOA HOPED THAT IF COURSE OF DISCUSSIONS LED TO ANY DOCUMENT, WHETHER AGREEMENT, MEMORANDUM OF UNDERSTANDING, OR WHAT-EVER, THAT DESCRIPTION OF ROUTES AND POINTS TO BE SERVED BY ARGENTINE CARRIER AND BY US CARRIERS COMBINED COULD BE THE SAME, I.E., ROUTE PARITY. HE REFERRED AS AN EXAMPLE
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TO ROUTE DESCRIPTIONS IN ANNEX OF 1972 MEMORANDUM OF CON-

VERSATION AND SAID GOA VERY MUCH HOPED THAT IN DISCUSSIONS SOME FORMULA COULD BE REACHED SO THAT DESCRIPTIONS WERE THE SAME. ECON COUNS SAID HE NOT PREPARED TO COMMENT BUT THOUGHT THAT THIS COULD CAUSE SOME DIFFICULTY FOR US. NEVERTHELESS, WE WOULD PASS ON TO DEPARTMENT FOR CONSIDERATION IN WASHINGTON. IN REPLY TO QUESTION AS TO WHY GOA CONSIDERED THIS OF SPECIAL IMPORTANCE, RINALDINI REFERRED TO ARTICLES 9 (E) AND 18 (B) OF ARGENTINE COMMERCIAL AIR TRANSPORT LAW 19030 AS REVISED. HE SAID WOULD BE MOST HELPFUL IF US COULD AGREE ON SOME EXPRESSION OF ROUTE PARITY TO CONFORM WITH THESE PARAGRAPHS OF LAW ESSENCE OF WHICH IS "RECIPROCITY" ON ROUTES AS ARGENTINES SEE IT.

3. RINALDINI CONTINUED HE DID NOT HAVE AEROLINEAS' PROPOSALS IN DETAIL. HE HOPED HAVE THEM NEXT WEEK WHEREUPON WE COULD HAVE SECOND SESSION AND PERHAPS BY THEN US WOULD ALSO HAVE MORE DETAILED INSTRUCTIONS. IN ANY EVENT, AEROLINEAS DESIRED MORE FREQUENCIES AND TO DISCUSS INTRODUCTION OF WIDE-BODIED AIRCRAFT. HE ALSO SAID GOA WOULD BE INTERESTED IN DISCUSSING MODIFICATIONS TO POINTS SERVED IN US BUT AGAIN, HE NOT READY AT THIS FIRST PHASE TO DISCUSS DETAILS. ECON COUNS THEN REVIEWED IMMEDIATE US INTERESTS AS OUTLINED REFTEL B; ADDITIONAL FREQUENCIES, POSSIBLE USE OF WIDE-BODIED JETS, AND SUFFICIENT ROUTING FLEXIBILITY. WE TOLD RINALDINI WE WOULD INFORM HIM AS SOON AS EMBASSY IN POSITION TO DISCUSS IN MORE DETAIL.

4. THE ABOVE SUMMARIZES THE SUBSTANTIVE POINTS WHICH CAME OUT IN LENGTHY CONVERSATION CONFINED MOSTLY TO GENERALITIES. ECON COUNS, HAVING IN MIND THE POSSIBLE FUTURE COURSE OF THE DISCUSSIONS, EMPHASIZED FOLLOWING AT END OF THE SESSION:

A) IN URGING US TO CONSIDER ROUTE PARITY, RINALDINI HAD REFERRED TO ARGENTINE AIR LAW. WE FELT SURE DEPARTMENT WOULD GIVE US VIEWS ON ROUTE PARITY IN DUE COURSE, BUT ECON COUNS WISHED REMIND RINALDINI AND GOA THAT THERE WERE BASIC DIFFERENCES BETWEEN ARGENTINE AND US PHILOSOPHIES AND POLICY WITH RESPECT CIVIL AIR TRANSPORT. THIS HAD BEEN ONE OF THE DIFFICULTIES IN REACHING AGREEMENT IN THE PAST. ECON COUNS HOPED THAT GOA REPS WOULD AGREE THAT LIMITED OBJECTIVES

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TIVES IN THESE TALKS SHOULD BE SOUGHT FIRST, AND THAT WE NEED NOT TAKE ON FROM BEGINNING IMPOSSIBLE TASK OF RECONCILING THE TWO PHILOSOPHIES. RINALDINI SAID ALTHOUGH ROUTE PARITY IMPORTANT TO GOA HE AGREED THAT TALKS IN THE END MIGHT NOT LEAD TO OTHER THAN LIMITED OBJECTIVES AIMED AT IMPROVING SITUATION OF BOTH FLAG CARRIERS. B) EMBASSY DID NOT, AT THIS TIME, HAVE ANY IDEA WHEN

FORMAL DELEGATIONS MIGHT MEET. AS RINALDINI KNEW, ECON COUNS SAID, WE PREPARED CARRY TALKS TO FORMAL STAGE BUT THIS WOULD DEPEND, OF COURSE, ON PROGRESS AT FORMAL TALKS AND CLEAR INDICATION THAT THERE ARE AREAS OF AGREEMENT. GOA, RINALDINI REPLIED, HAD THE SAME UNDERSTANDING AND BELIEVED THERE WERE SUCH AREAS OF AGREEMENT.

C) FINALLY, ECON COUNS NOTED THAT PAN AM'S TEMPORARY AUTHORIZATION FOR CHANGE OF GAUGE IN CARACAS WOULD EXPIRE MARCH 24. HE ASKED THAT RINALDINI AND GOA OFFICIALS CONCERNED BEAR IN MIND THAT TALKS, ESPECIALLY IF THERE ARE FORMAL MEETINGS, WILL PROBABLY GO BEYOND MARCH 24. GOA OFFICIALS SHOULD CONSIDER SOME ARRANGEMENT OR RESOLUTION OF THE PAN AM PROBLEM (SUCH AS AN EXTENSION OF THE TEMPORARY AUTHORIZATION) SO AS TO AVOID ANOTHER CRISIS WHICH MIGHT INTERFERE WITH THE BILATERAL TALKS.

5. EMBASSY AND FONOFF WILL ARRANGE DATE FOR SECOND SESSION AS SOON AS FURTHER INSTRUCTIONS RECEIVED. LOCAL US CARRIER REPS BRIEFED ON SUBSTANCE OF MEETING.

6. COMMENT: EMBASSY CONCERNED OVER INTRODUCTION BY RINALDINI SO EARLY IN TALKS OF ROUTE PARITY, A CONCEPT TYPICAL OF PAST GOA THINKING AND WITH WHICH EMBASSY ASSUMES WE WOULD HAVE GREAT DIFFICULTY. WOULD APPRECIATE DEPT. COMMENTS. HOWEVER, EMBASSY HAS IMPRESSION THAT RINALDINI, WHO WE JUDGE TO BE RELATIVE LIGHTWEIGHT, THOUGH ONE OF FEW IN FONOFF FAMILIAR WITH CIVAIR MATTERS, MAY BE PUSHING ROUTE PARITY MORE OR LESS ON HIS OWN AND WITHOUT FULL SUPPORT AT HIGHER LEVELS IN FONOFF AND TRANSPORT SECRETARIAT. WE WILL REITERATE TO RINALDINI NEXT WEEK, UNLESS DEPT. INSTRUCTS OTHERWISE, THAT US READY TO LISTEN TO ANY REASONABLE SPECIFIC PROPOSAL FOR CHANGE IN ROUTES OR PARITY SERVED, BUT THAT WE BELIEVE DISCUSSION OF CONFIDENTIAL

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ROUTE PARITY IN GENERAL WOULD PROMPTLY BRING OUT SHARP DIFFERENCES IN POLICY CONCEPT. IF ROUTE PARITY TO BE DISCUSSED AT ALL, DISCUSSION SHOULD TAKE PLACE ONLY AFTER NUTS AND BOLTS OF CIVAIR SITUATION DEALT WITH. IF RINALDINI PERSISTS IN BELABORING ROUTE PARITY CONCEPT AT SECOND SESSION, EMBASSY WILL ADVISE SUBSECRETARY TF TRANSPORT CERRAJERIA AND AMBASSADOR BECKMANN AND SEE IF WE CAN GET THE ISSUE SIDETRACKED. HILL

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